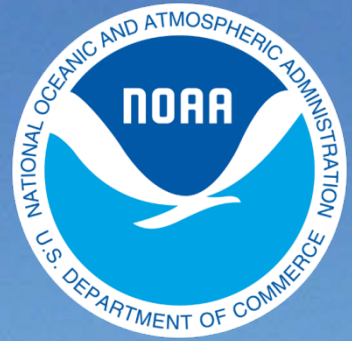


BookletChart™

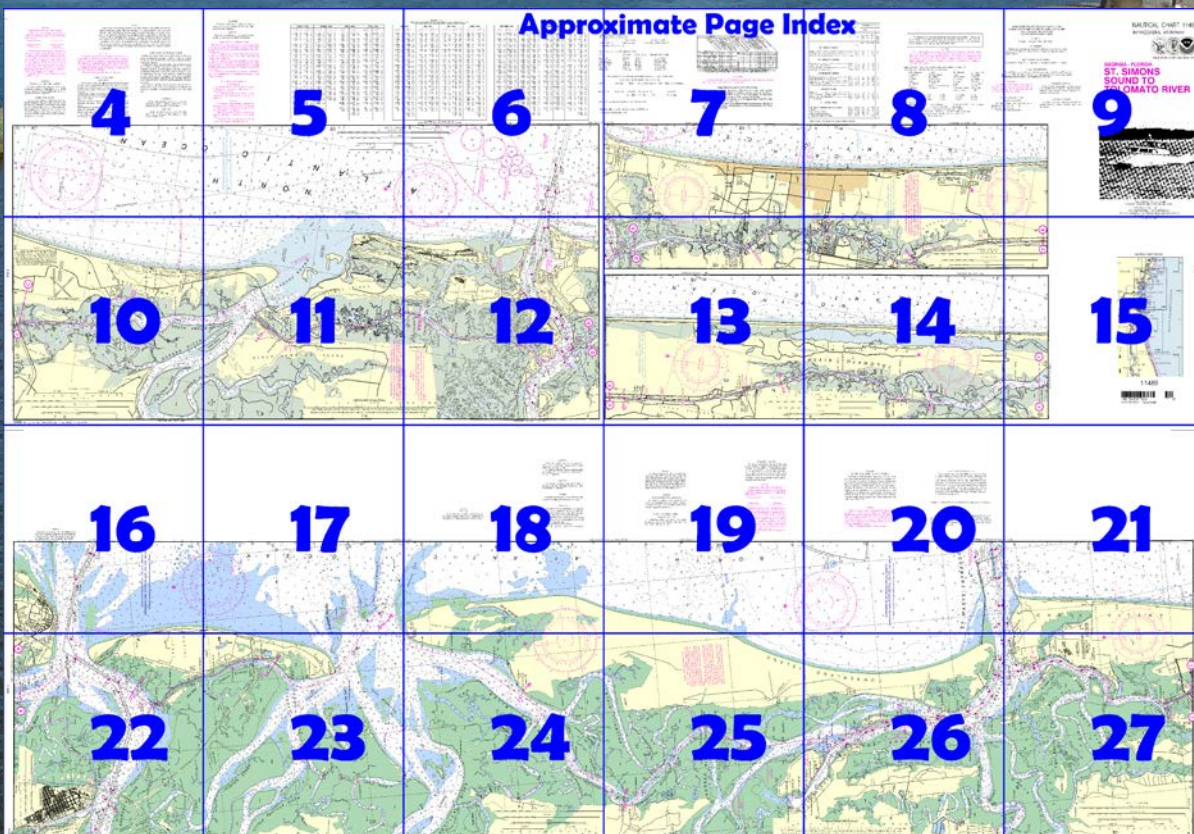


Intracoastal Waterway – St. Simons Sound to Tolomato River **NOAA Chart 11489**

A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11489>.



(Selected Excerpts from Coast Pilot)

From Mackay River, the waterway continues through **St. Simons Sound** and **Brunswick River** to Jekyll Creek. About 3.4 miles up Brunswick River from **Mile 679.4** is the city of **Brunswick**, at which hotel accommodations, fuel, supplies, and repair facilities are available. The city is described at length in chapter 8.

The Intracoastal Waterway follows **Jekyll Creek** southward from Brunswick River to Jekyll Sound. The entrance is marked by a

lighted range and protected by a jetty on its west side, the outer end of which is marked by a light. **Jekyll Island Range Front Light** is about 25 yards to the westward of this light. The jetty covers at high tide, but is

marked by daybeacons. To enter, be guided by the range, lights, a buoy, and daybeacons.

St. Andrew Sound, which has the most hazardous exposure along the waterway south of Port Royal Sound, is very rough during periods of strong north, northeast, or east winds. A protected route bypassing St. Andrew Sound leaves the waterway at **Mile 686.0**. This alternate route passes through **Little Satilla River**, **Umbrella Cut**, **Umbrella Creek**, **Dover Cut**, **Dover Creek**, **Satilla River**, **Floyd Creek**, and rejoins the waterway in Cumberland River at **Mile 695.8**. In 2004, the midchannel controlling depths were 6.0 feet in Umbrella Cut, 4.5 feet in Umbrella Creek, 6.5 feet in Dover Creek, and 6.5 feet in Floyd Creek. In 1981, a wreck was reported at the junction of Dover Creek and Satilla River in about 30°59'00"N., 81°29'24"W. Caution is advised.

Little Cumberland Island and **Cumberland Island** extend along the east side of the waterway from **Mile 690.0** to **Mile 714.0**. The islands have been designated a National Seashore Park, although some parts are still privately owned. Persons wishing to visit the islands must make arrangements with the National Park Service at St. Marys. An anchorage, reportedly used by visitors to the National Seashore Park, in depths of about 25 feet, mud bottom, is off the abandoned settlement of **Dungeness**, on the west side of Cumberland Island 0.8 mile northeastward of **Mile 710.8**. The anchorage is open to southwesterly winds, and the current is reported to attain a velocity of 2 knots. From St. Andrew Sound the waterway enters **Cumberland River**, passing by **Cumberland Wharf**, **Mile 694.6**, and **Cabin Bluff**, **Mile 700.2**. The Cumberland River becomes **Cumberland Dividings** and joins with **Cumberland Sound** at **Mile 704.0**.

Mariners are cautioned that the color of aids to navigation change to green on the right while following the ICW until the waterway enters Amelia River at about **Mile 714.3**, thence the color of aids to navigation change to red on the right.

The waterway continues down Cumberland Sound past the St. Marys River and into **Amelia River** to **Fernandina Beach**, **Mile 717.0**, where hotel accommodations, fuel, supplies, and repair facilities are available. Fernandina Beach is described at length in chapter 8.

At **Mile 719.8**, the waterway enters **Kingsley Creek**. Two bridges cross the waterway at **Mile 720.7**. The first, the railroad bridge, has a swing span with a clearance of 5 feet; an island is aligned with the center fenders of this bridge. The second, State Route A1A highway bridge, is a twin fixed bridge with a clearance of 65 feet. Overhead power cables on the south side of the bridge have a least clearance of 80 feet. The mean range of tide at the bridge is 6 feet. Flood and ebb currents are normal to the bridge openings and are relatively high; velocities up to 2.5 knots on the flood and 3 knots on the ebb may be expected, especially with favoring winds. Caution is advised. (For predictions, see the Tidal Current Tables.)

The facilities of a drydock and shipbuilding company are on the east bank of the creek, south of the bridge, and on the St. Johns River just eastward of the creek mouth. The firm builds steel-hulled tugs and fishing vessels and does all types of underwater and topside work on commercial and Government vessels; work on pleasure craft, except for very large yachts, is not done here. There is a 4,000-ton marine railway which handles vessels up to 220 feet, several mobile cranes, complete shop facilities, and berths for vessels of up to about 585 feet. The marine railway is on the St. Johns River side of the yard, while the construction work is done on the Sisters Creek side.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Miami

Commander
7th CG District
Miami, FL

(305) 415-6800

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

NOTE C

ST. JOHNS RIVER
The project depth is 30-42 feet to Jacksonville.
For controlling depths use Chart 11491.

CAUTION

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

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Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.853' northward and 0.662' eastward to agree with this chart.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.853' northward and 0.662' eastward to agree with this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

INTRACOASTAL WATERWAY

Project Depths

12 feet Norfolk, VA to Fort Pierce FL; 10 feet Fort Pierce, FL to Miami FL; 7 feet Miami, FL to Cross Bank, Florida Bay.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus: —●—

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

TIDAL INFORMATION

Near real time water level data, predictions and weather data are available via Internet at <http://tidesandcurrents.noaa.gov>. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Small craft operators are warned to beware of severe water turbulence caused by large vessels traversing narrow waterways.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids to navigation marking other waterways.
Aids to navigation marking the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida or Savannah, Georgia.
Refer to charted regulation section numbers.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◐ (Approximate location)

RULES OF THE ROAD

(ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way.

Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NOTE

NORTHERN RIGHT WHALE CRITICAL HABITAT

(precautionary area: 50 CFR 226.203c, 224.103c; see note A)

It is illegal to approach any right whale anywhere closer than 500 yards.

SEDIMENT TRAPS

Sediment traps are designed to delay shoaling of the navigable portion of a channel by trapping advancing littoral material. Sediment traps may shoal at a rapid rate spilling over into the adjacent navigation channel, therefore, mariners should exercise caution when operating near them.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

NOTE

NORTHERN RIGHT WHALE CRITICAL HABITAT

(precautionary area: 50 CFR 226.203c, 224.103c; see note A)

It is illegal to approach any right whale anywhere closer than 500 yards.

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

CAUTION
SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
 Covered wells may be marked by lighted or unlighted buoys.

CAUTION
BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.853" northward and 0.662" eastward to agree with this chart.

NOTE A

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RULES OF THE ROAD
(ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
 A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port.
 When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
 Motorboats must keep to the right in narrow channels when safe and practicable.
 Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

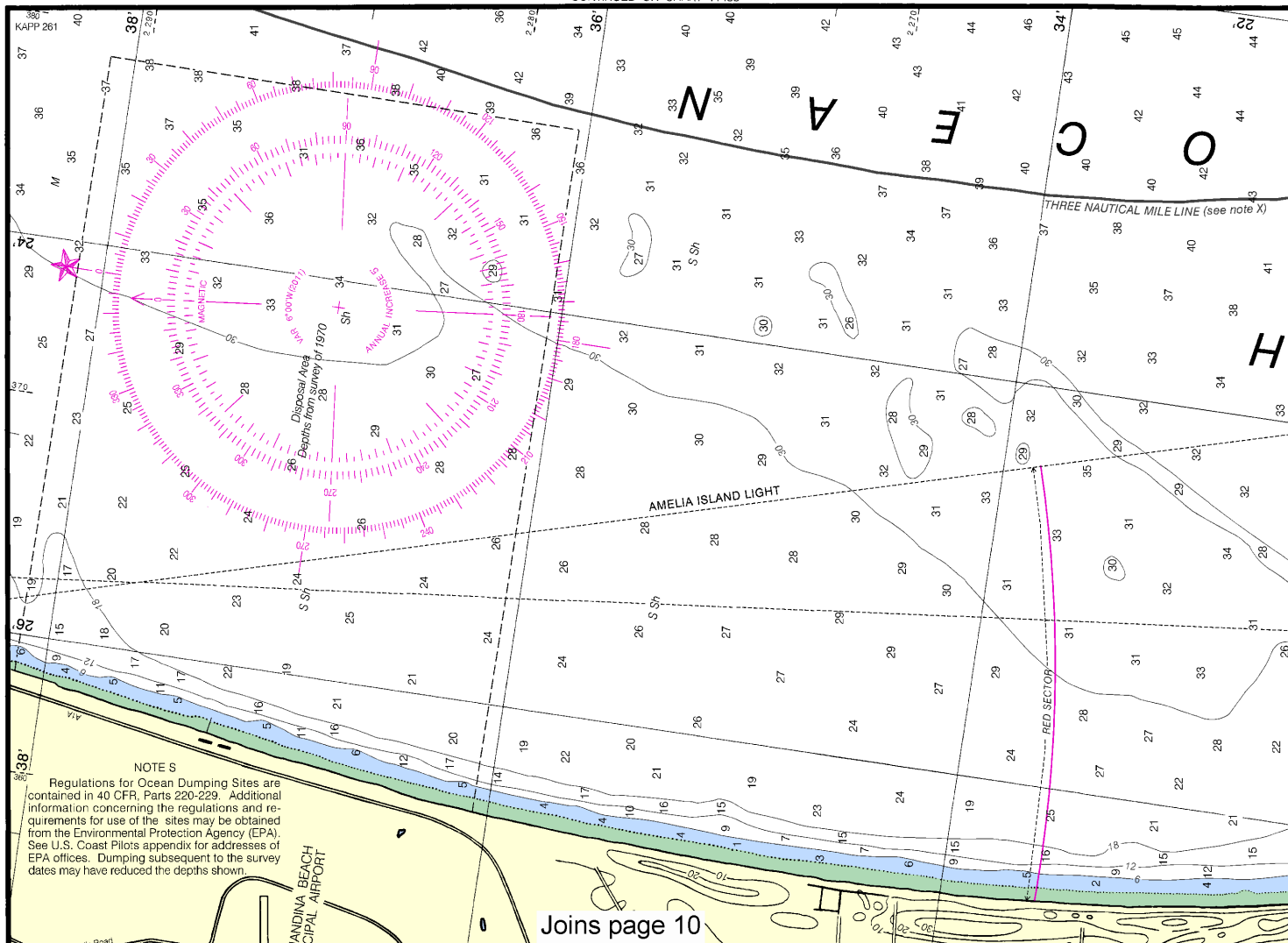
CAUTION

Small craft operators are warned to beware of severe water turbulence caused by large vessels traversing narrow waterways.

CAUTION

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CONTINUED ON CHART 11488



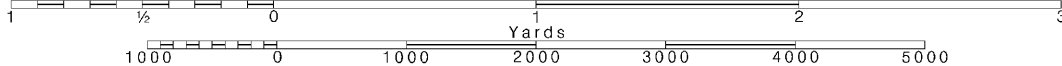
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.



TIDAL INFORMATION

Near real time water level data, predictions and weather data are available via Internet at <http://tidesandcurrents.noaa.gov>. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

INTRACOASTAL WATERWAY AIDS

5. Aids to Navigation System is designed for use with electronic charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

navigation marking the Intracoastal Waterway use yellow symbols to distinguish them from aids to other waterways.

Following the Intracoastal Waterway southward from Virginia to Cross Bank in Florida Bay, aids with yellow squares should be kept on the starboard side of the vessel and yellow circles should be kept on the port side.

ental yellow band provides no lateral information, identifies aids to navigation as marking the Intra-erway.

INTRACOASTAL WATERWAY

Project Depths

feet Norfolk, VA to Fort Pierce FL; 10 feet
Pierce, FL to Miami FL; 7 feet Miami, FL to
Bank, Florida Bay.

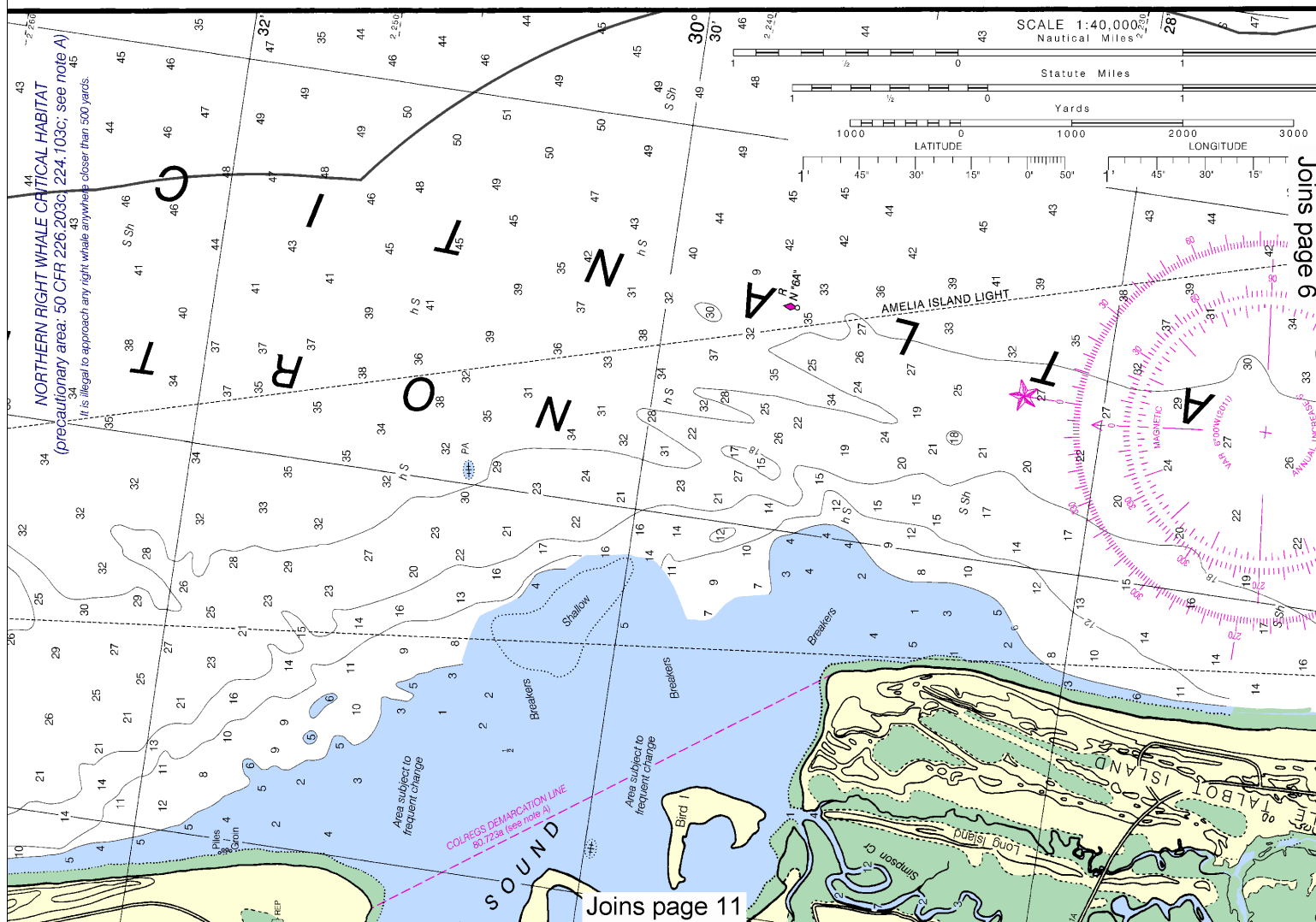
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

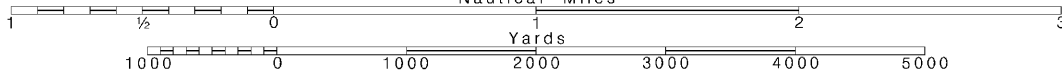
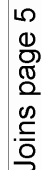
The Waterway is indicated by a magenta line. The distances shown along the Waterway are in statute Miles, southward from Norfolk, VA, and indicated thus: —●—

ables for converting Statute Miles to International Nautical Miles are given in U.S. Coast

courses are TRUE and must be CORRECTED by variation and compass deviation.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



cording (24 hours daily)

8:30 AM-5:00 PM (Mon.-Fri.)

WNG-522	162.425	24 hours daily
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STATION	FREQ	DAILY BROADCAST - EST	SPECIAL WARNING
---------	------	-----------------------	-----------------

7

BT	DG
BT	DG
BT	DG
BT	DG
B	DG
BT	DG
BT	DG

ACILITY.

6

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated)

AERO aeronautical	G green	Mo mouse code	R TR radio tower
AEO alternating	IQ interrupted quick	N nun	Ror rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO light house	OC occulting	SEC sector
C can	M nautical mile	O orange	ST M statute miles
DA daphne	m minutes	Q quick	VM very much
F fixes	MICRO TR microwave tower	R red	W white
FI flashing	Mkr marker	Ra Ref radar reflector	WH yellow, white
		R, Bn radiobeacon	Y yellow

Bottom characteristics:

Co coral	gy gray	Oys oysters	so soft
G gravel	h hard	Rk rock	Sh shells
Grs grass	M mud	S sand	sv sticky

Miscellaneous

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Ben reported	

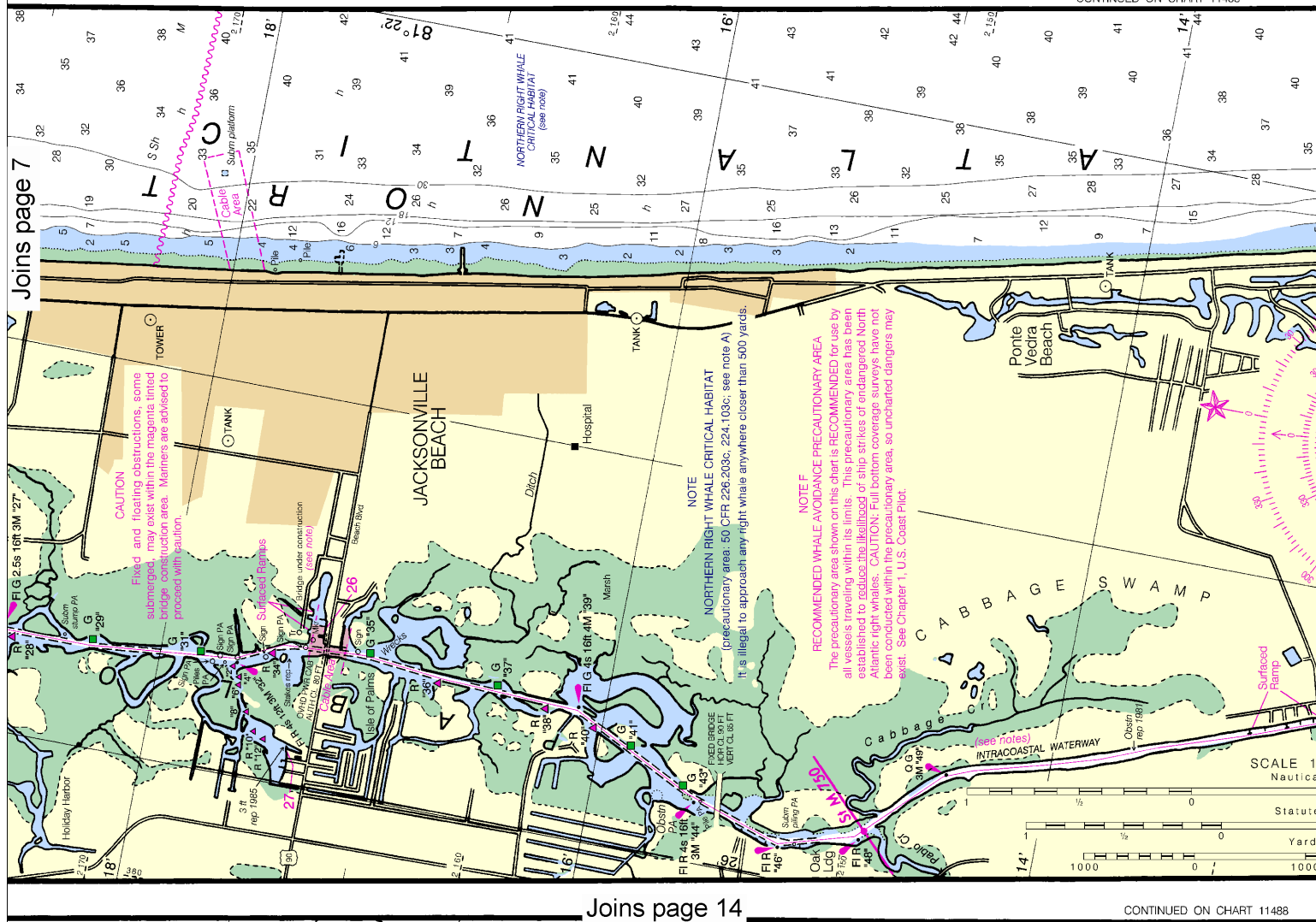
ED	existence	disability	FA	position	approximate	Rep	reported
21	Wreck	rock	obstruction	archaeol	swent	clear	to the depth indicated

(2) Rocks that cover and uncover with heights in feet above datum of soundings

COLREGS: International Regulations for Preventing Collisions at Sea 1972

Demarcation lines are shown thus:

CONTINUED ON CHART 11488



Joins page 14

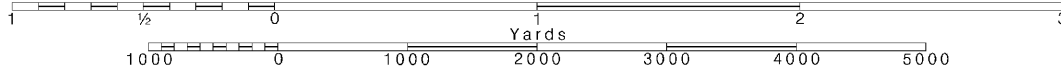
CONTINUED ON CHART 11488

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.

Note: Chart grid lines are aligned with true north.



MERCATOR PROJECTION AT SCALE 1:40,000
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 4 for important supplemental information.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

PLANE COORDINATE GRID
(based on NAD 1927)
The Florida State Grid, east zone, is indicated on this chart at 10,000 foot intervals thus:
The last three digits are omitted.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.



NAUTICAL CHART 11489

INTRACOASTAL WATERWAY

GEORGIA - FLORIDA

ST. SIMONS

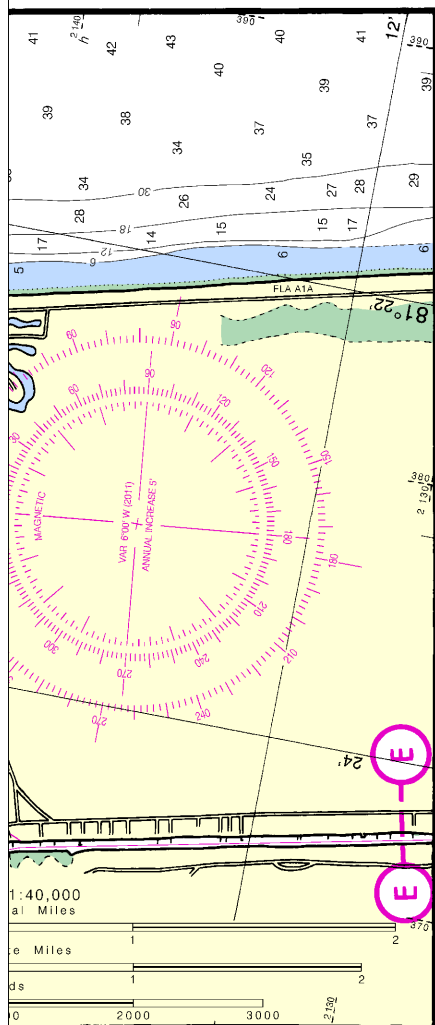
SOUND TO

TOLOMATO RIVER

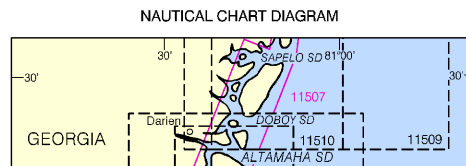


Chart 11489 39th Ed., May/11 ■
Corrected through NM May 28/11, LNM May 17/11

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



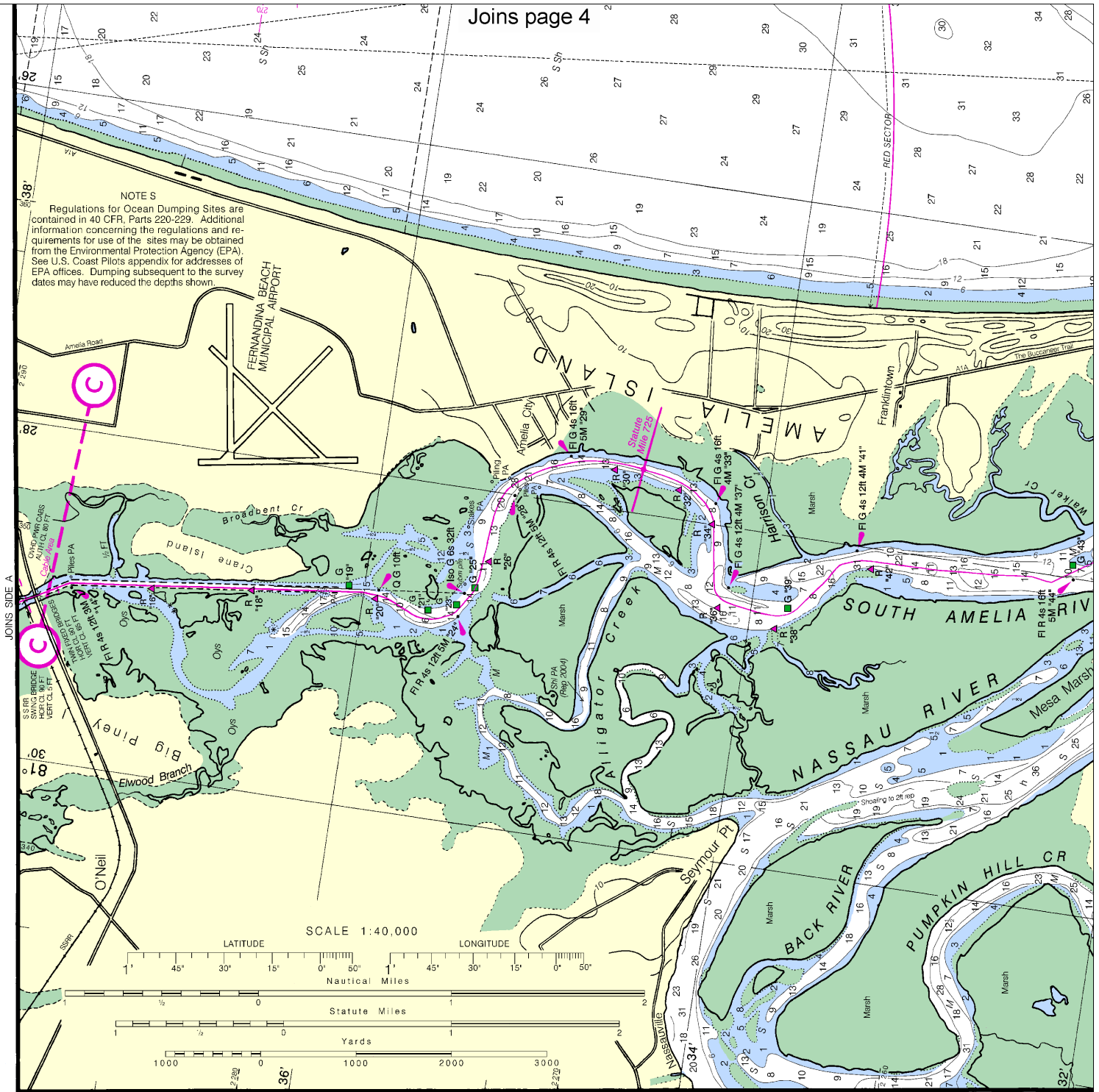
Joins page 15



SIDE B

Joins page 4

SIDE B



11489 39th Ed., May/11; Corrected through NM May 28/11, LNM May 17/11

CONTINUED ON CHART 11488

Joins page 16

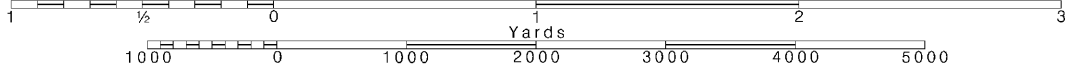
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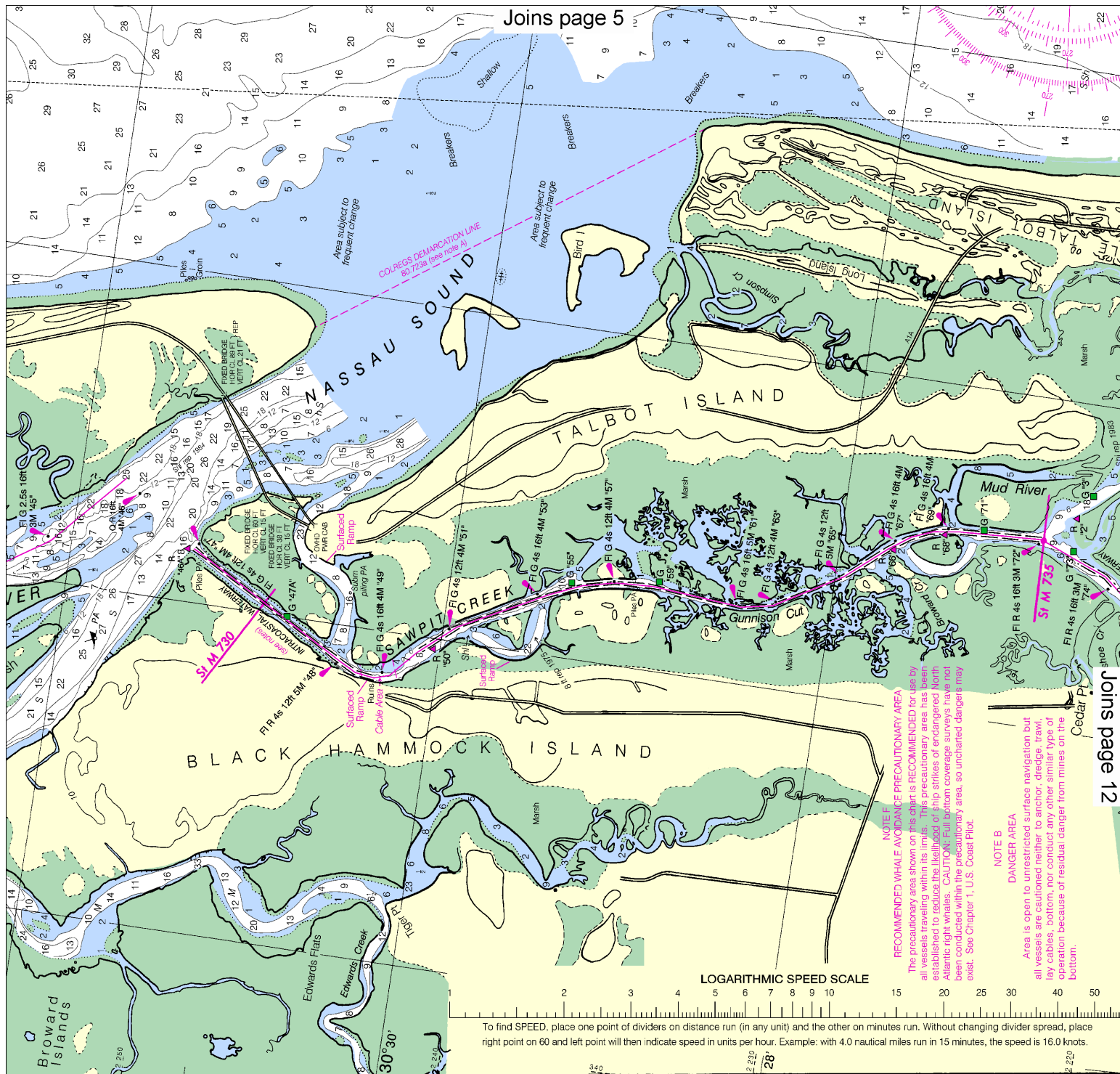
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 5

Joins page 12

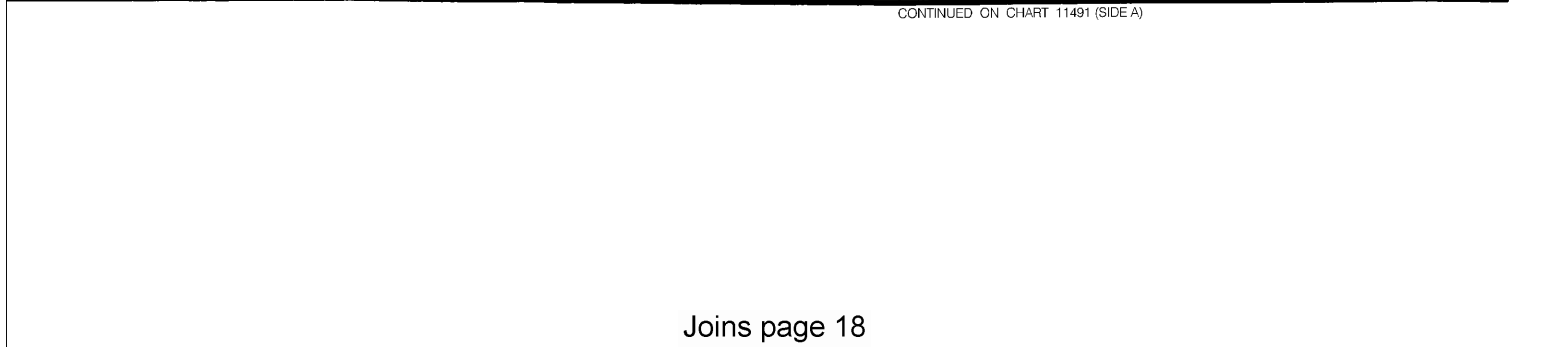
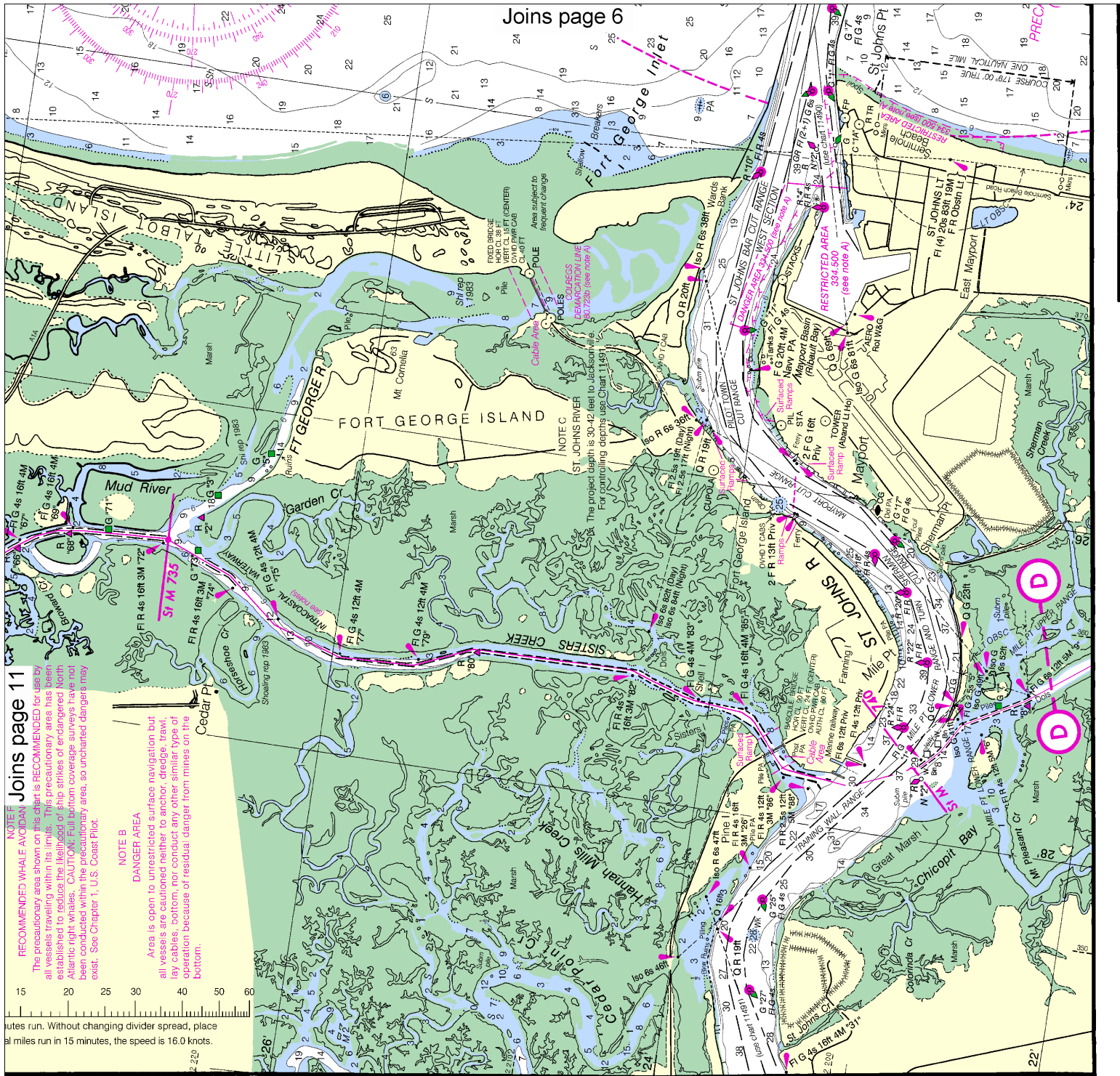
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NOTE F
RECOMMENDED WHALE AVOIDANCE PRECAUTIONARY AREA
The precautionary area shown on this chart is recommended for use by all vessels traveling within its limits. This precautionary area has been established to reduce the likelihood of ship strikes of endangered North Atlantic right whales. CAUTION: Full bottom coverage surveys have not been conducted within the precautionary area, so uncharted dangers may exist. See Chapter 1, U.S. Coast Pilot.

NOTE B
DANGER AREA
Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.

LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



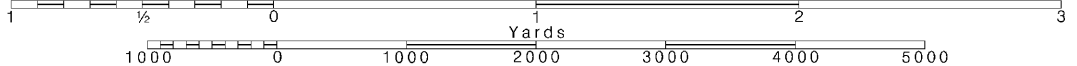
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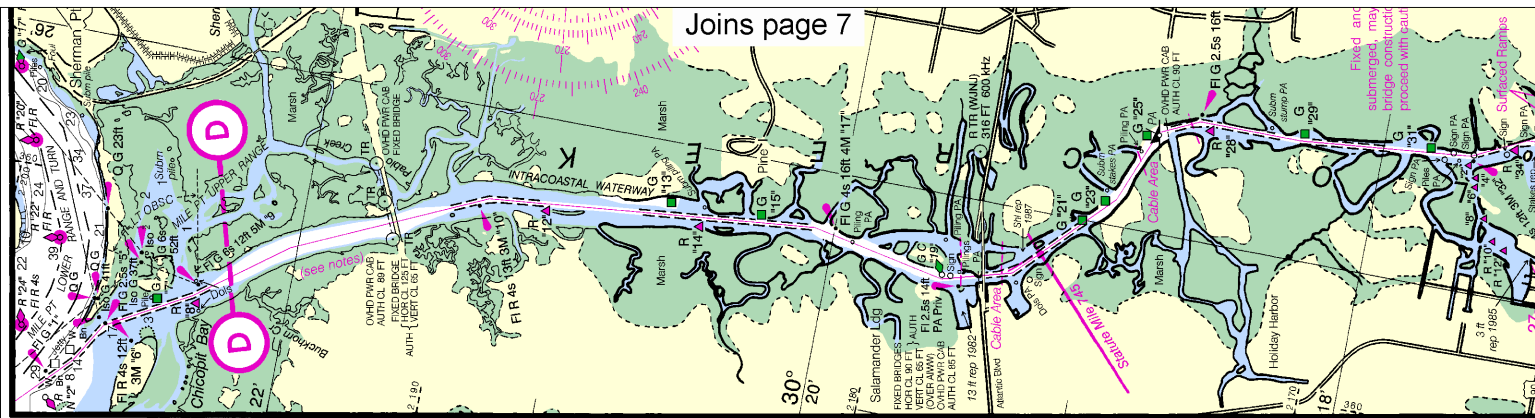
Note: Chart grid lines are aligned with true north.

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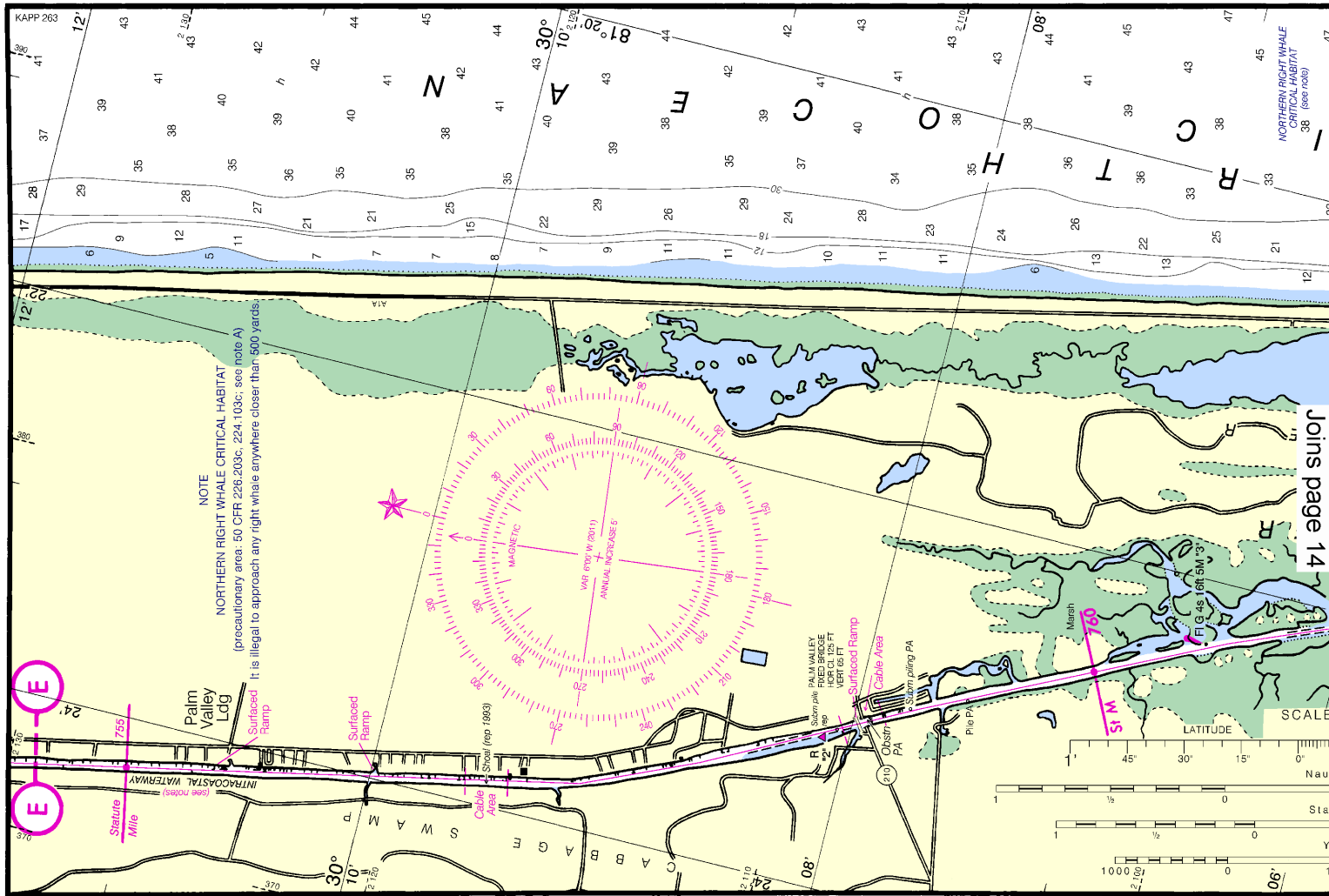
SCALE 1:40,000
Nautical Miles

See Note on page 5.

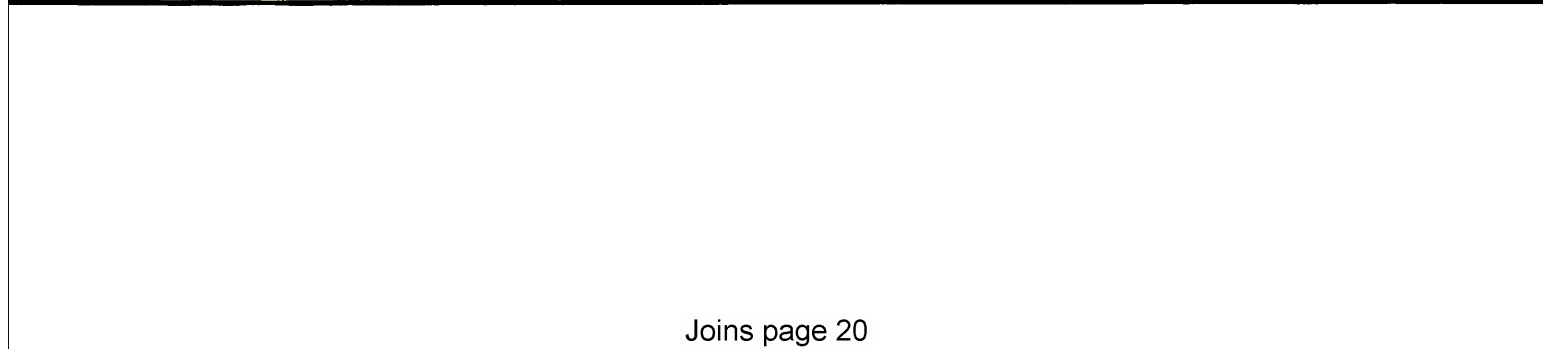
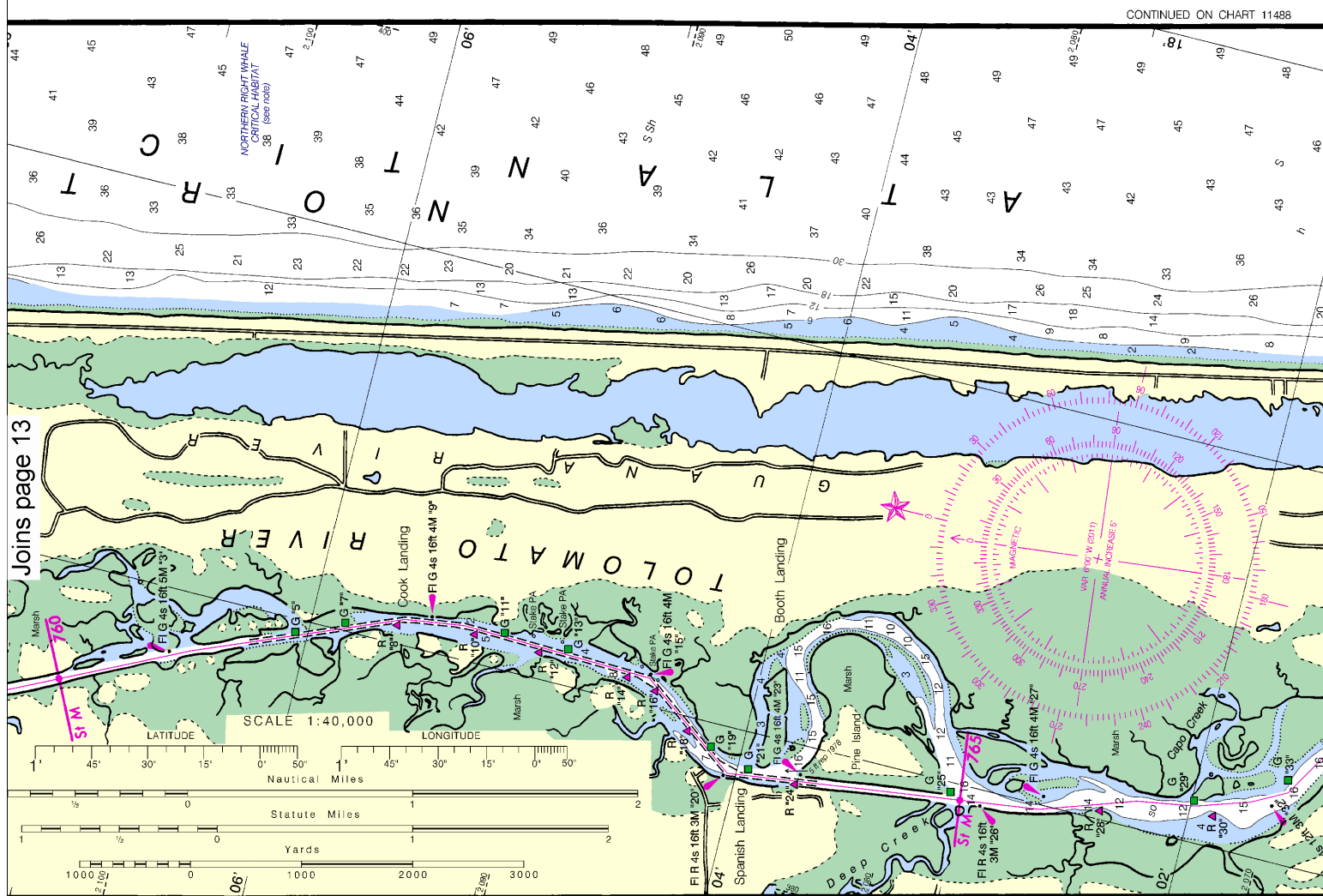
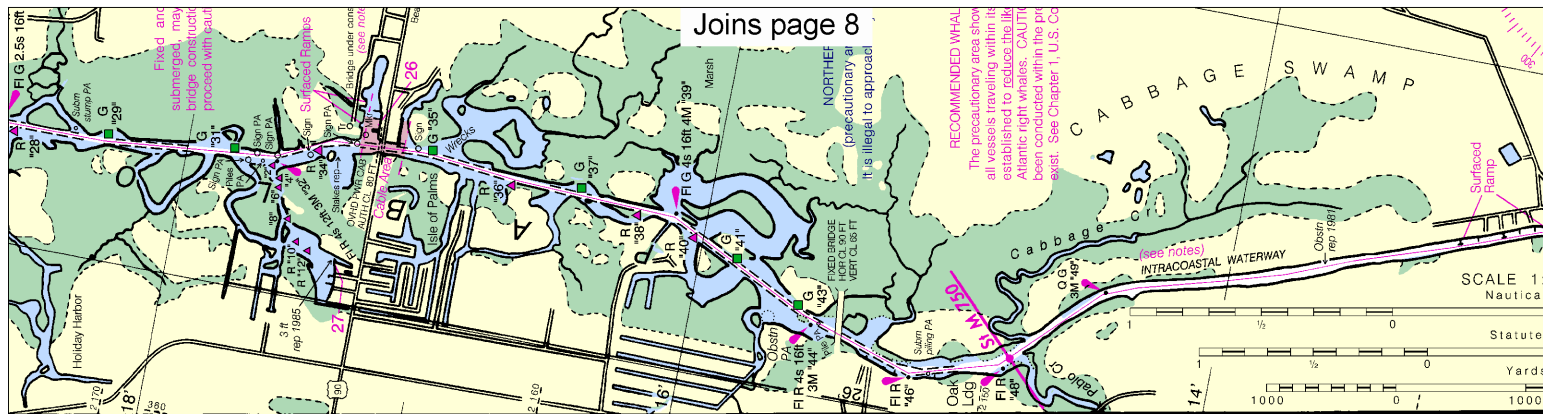


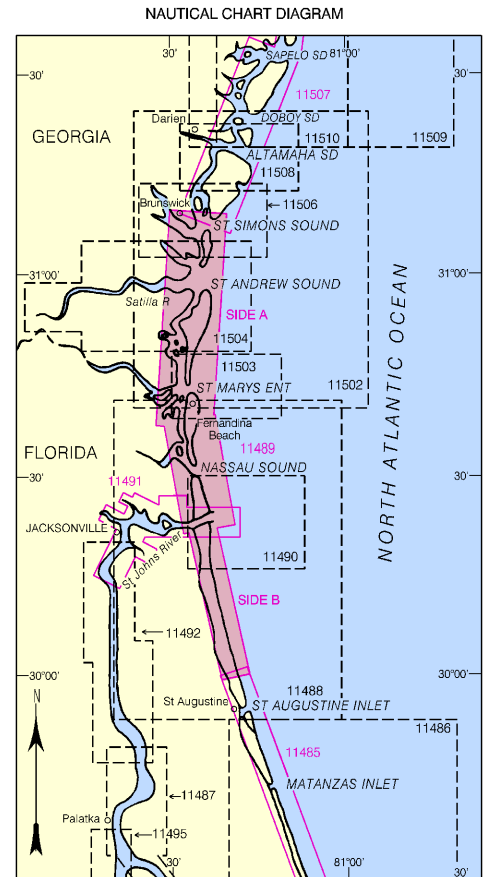
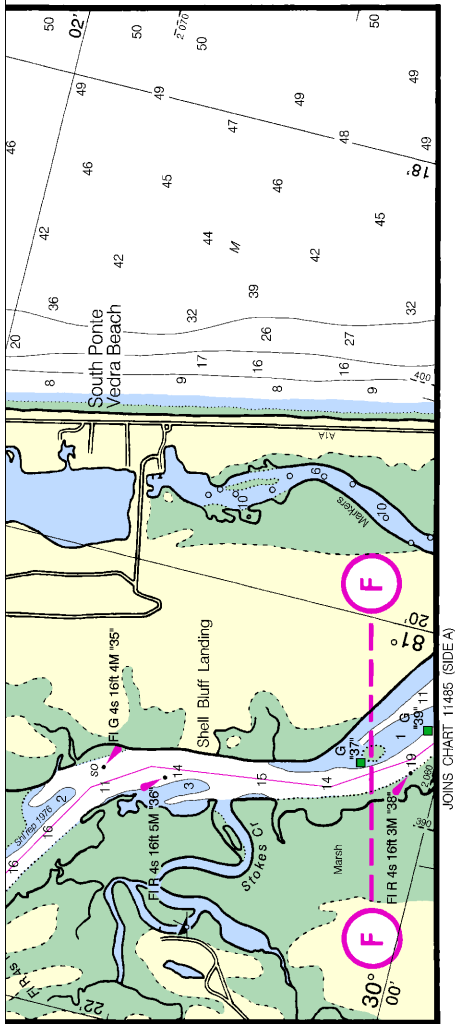
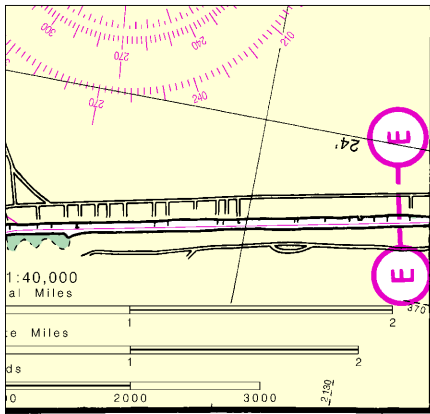


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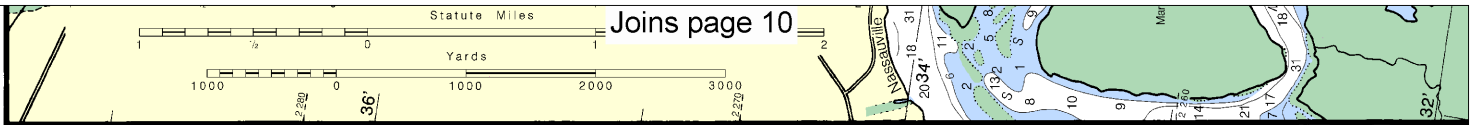


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NGA REFERENCE NO. 11XHA11489



ED. NO. 39



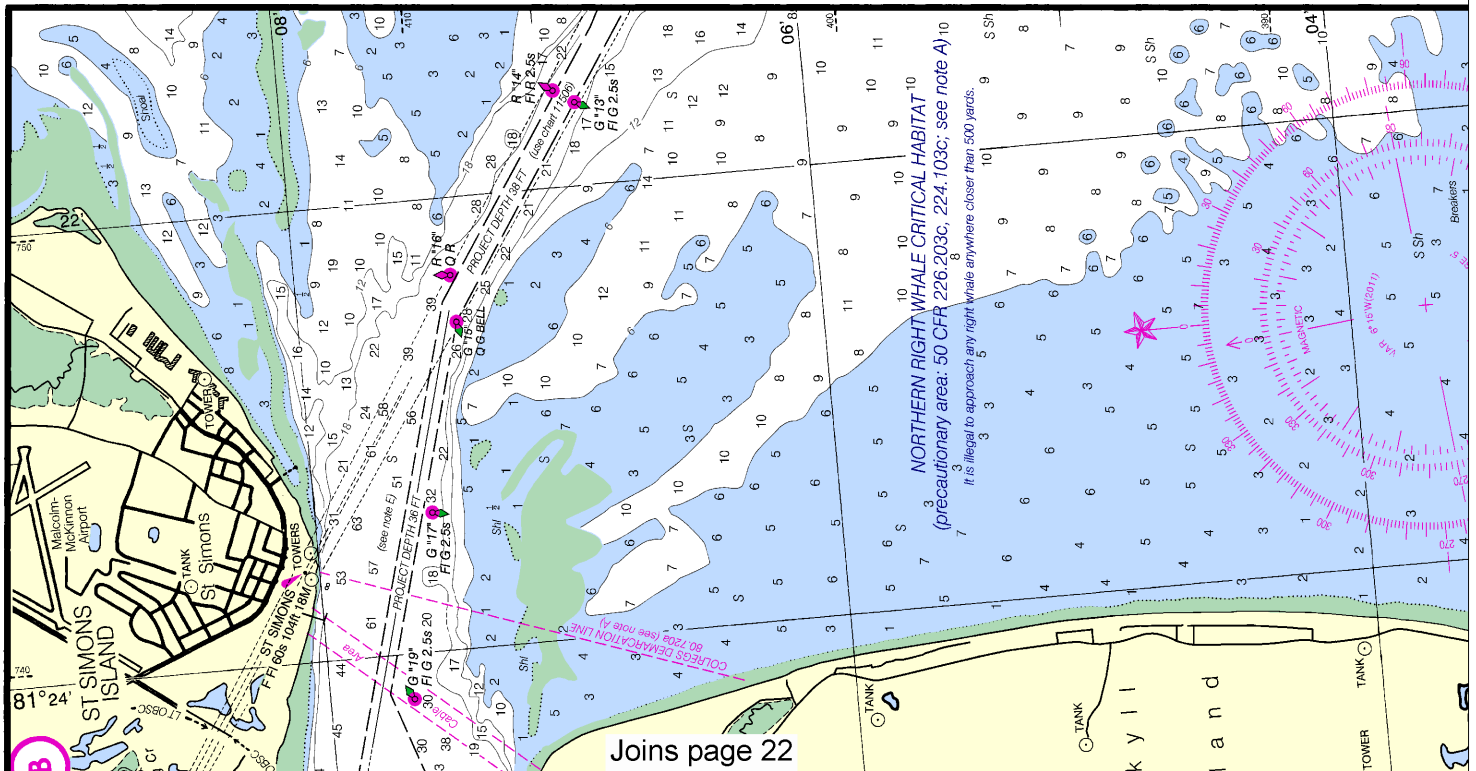
11489 39th Ed., May/11; Corrected through NM May 28/11, LNM May 17/11

CONTINUED ON CHART 11488

NOTE E

Mariners are cautioned that intermittent open water spoil disposal operations may be conducted in the area south of St. Simons Light. Dumping only takes place in depths greater than 50 feet.

JOINS CHART 11506



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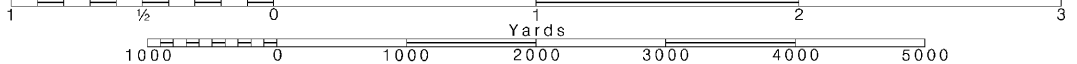
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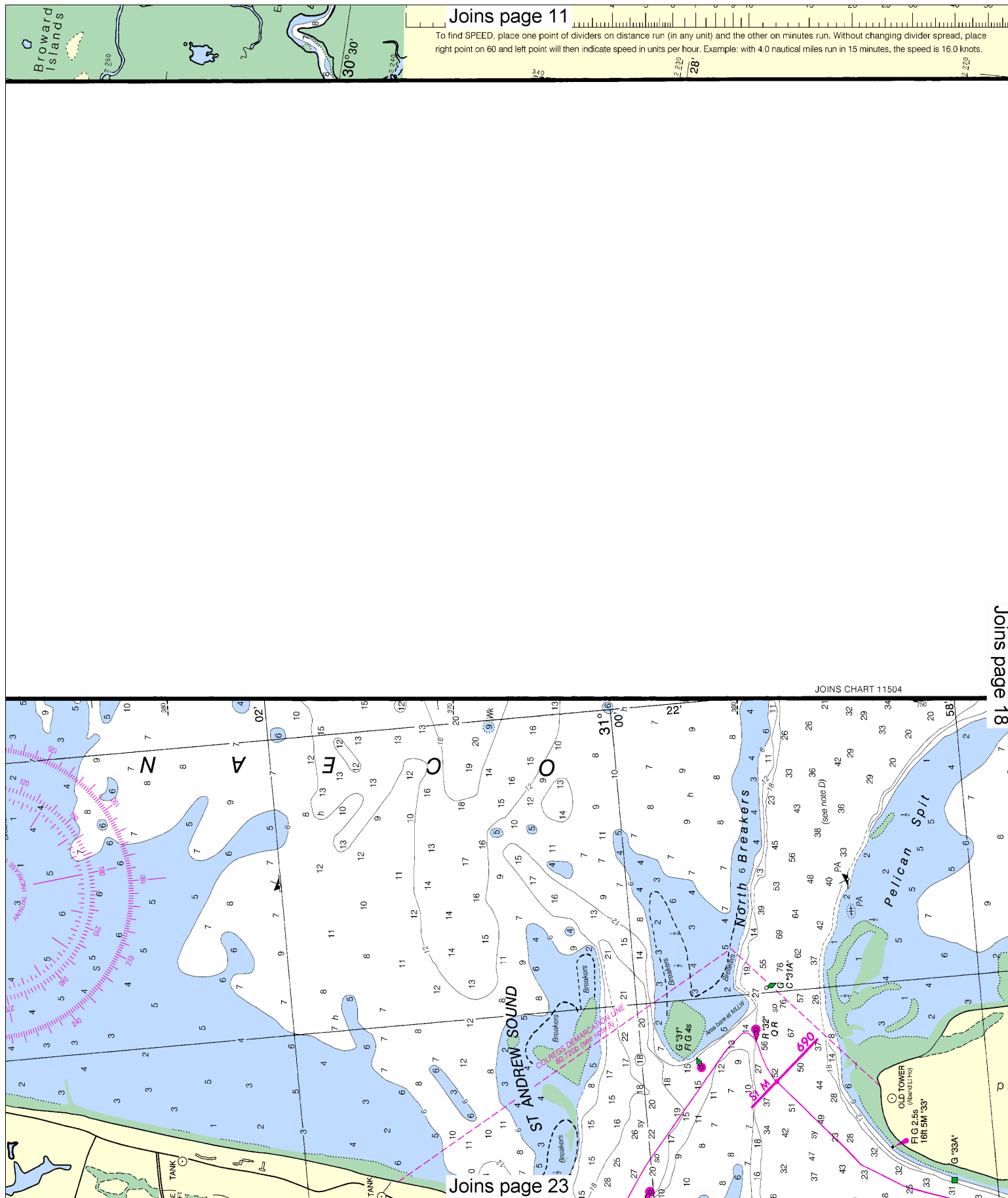
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

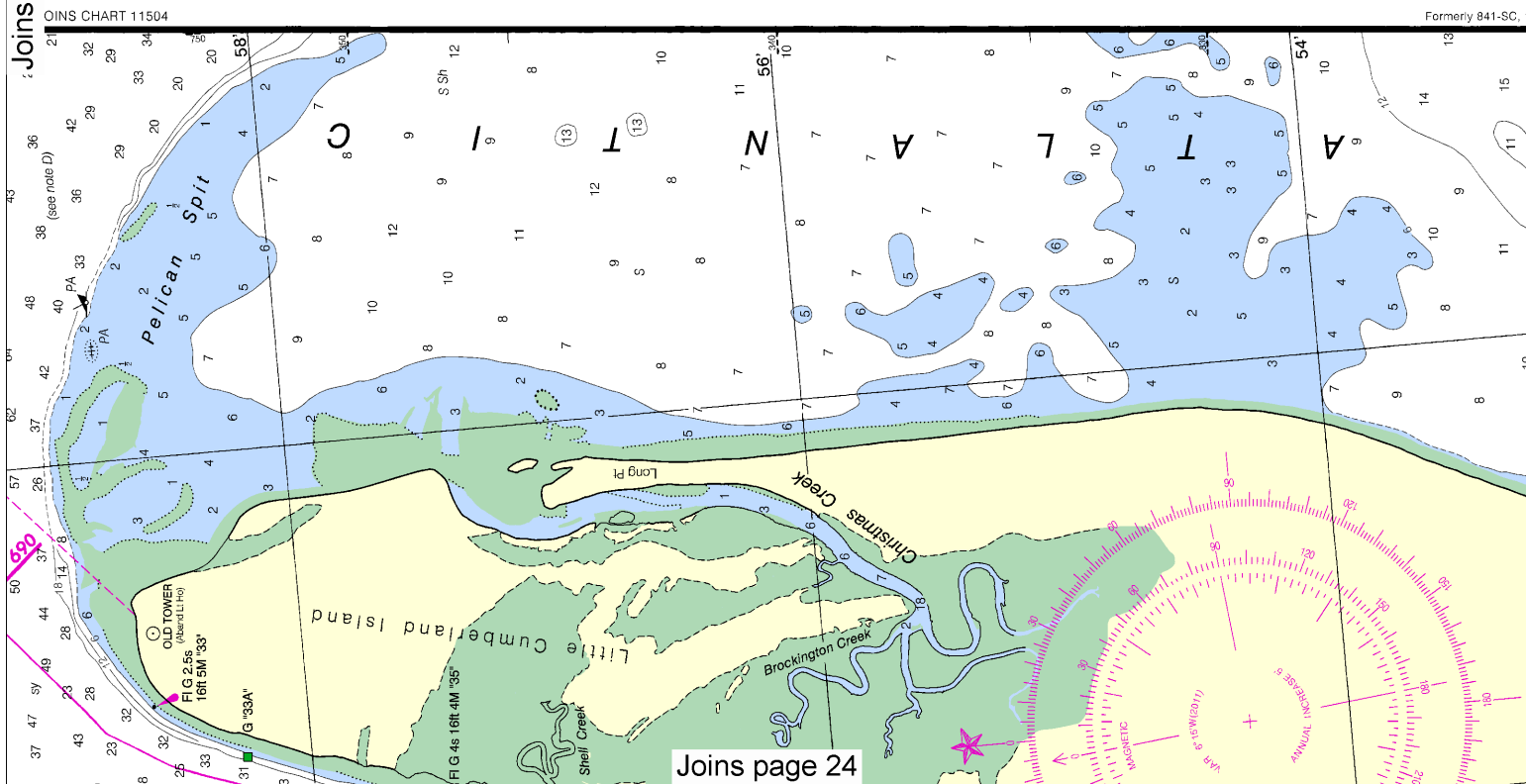






CONTINUED ON CHART 11491 (SIDE A)

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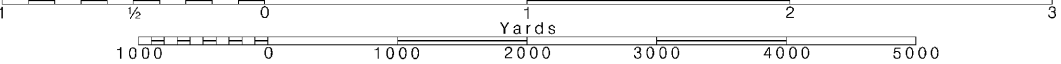
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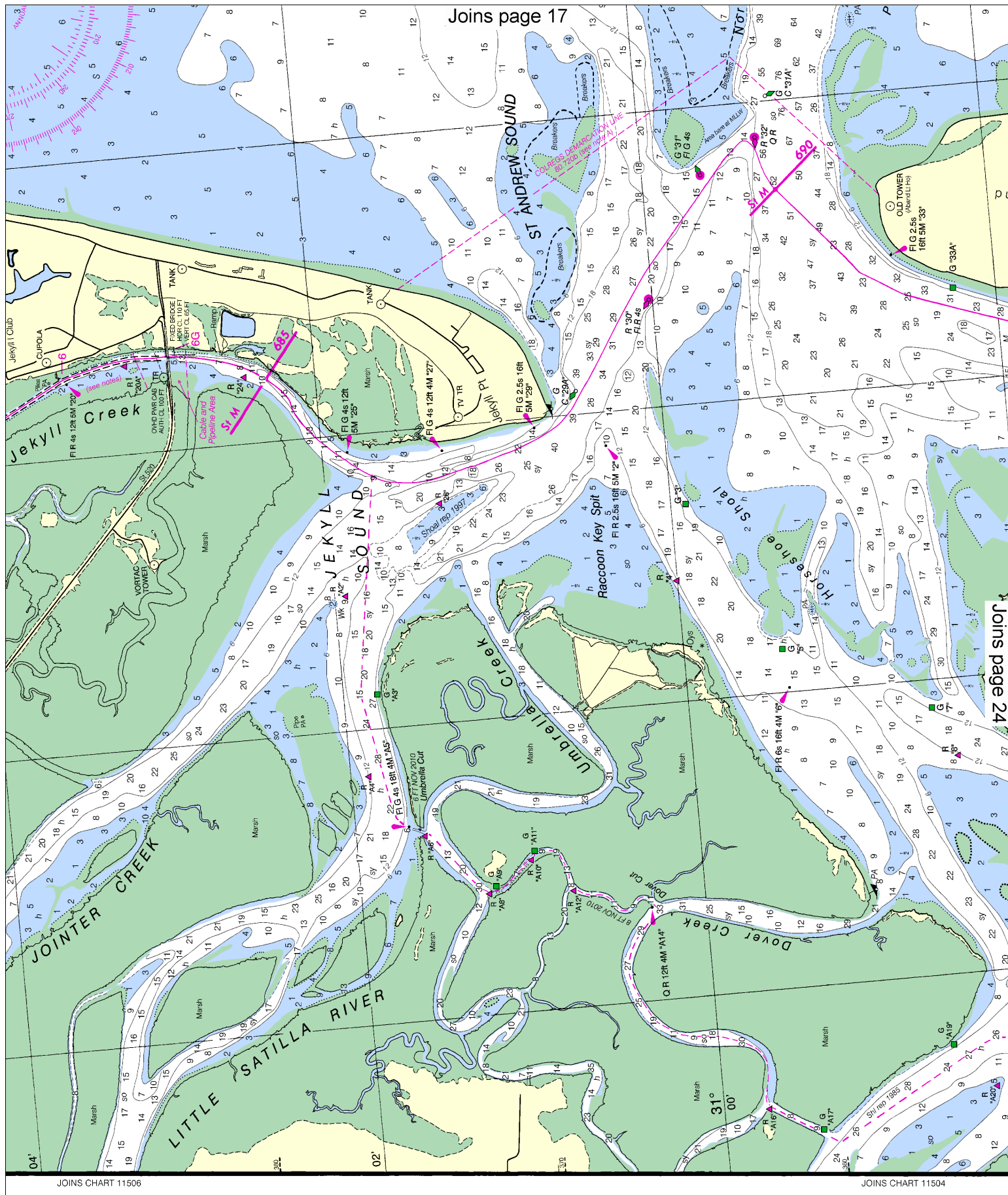
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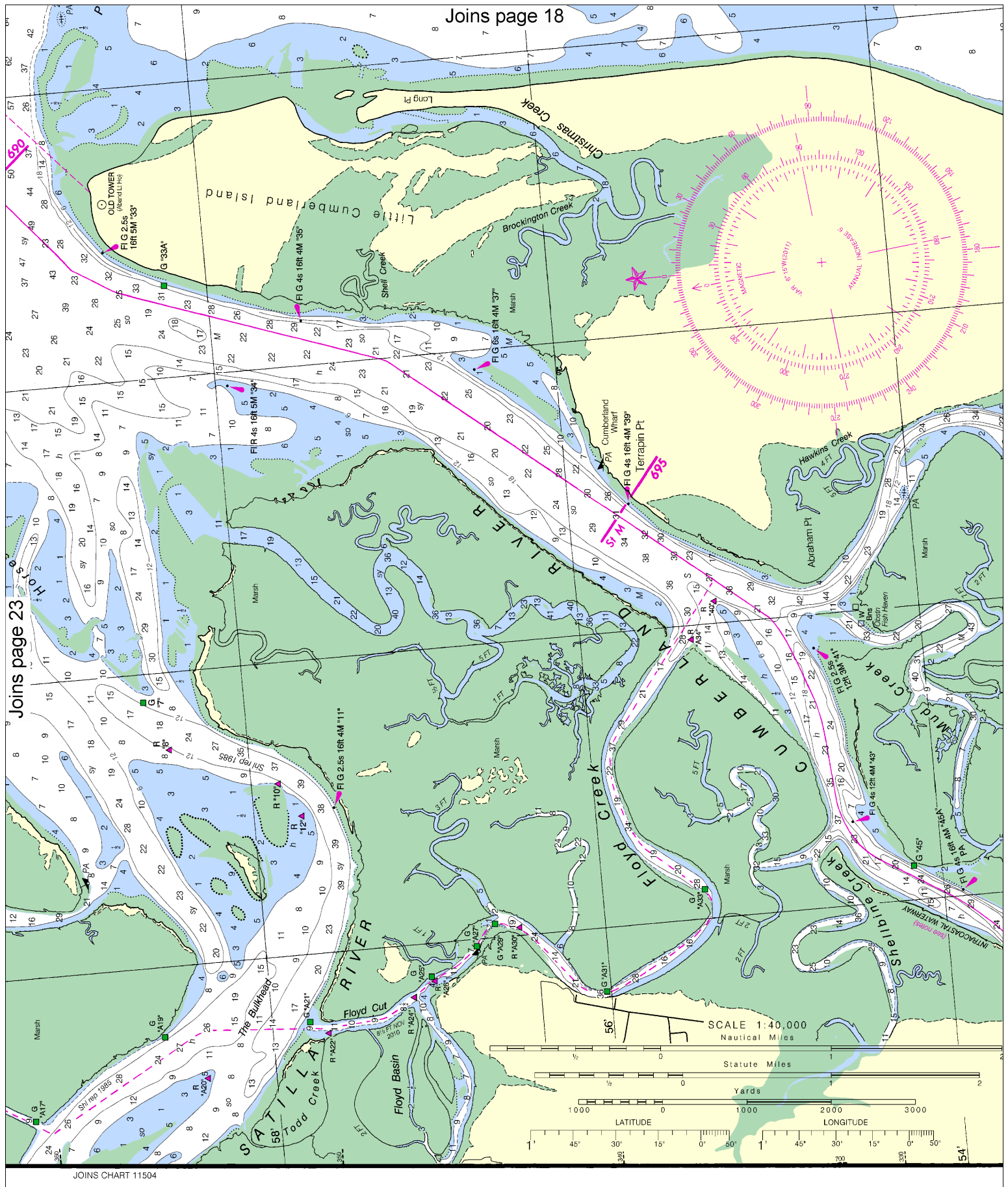
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SCALE 1:40,000
Nautical Miles

See Note on page 5.







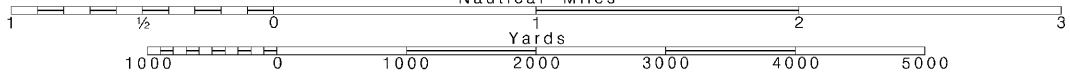
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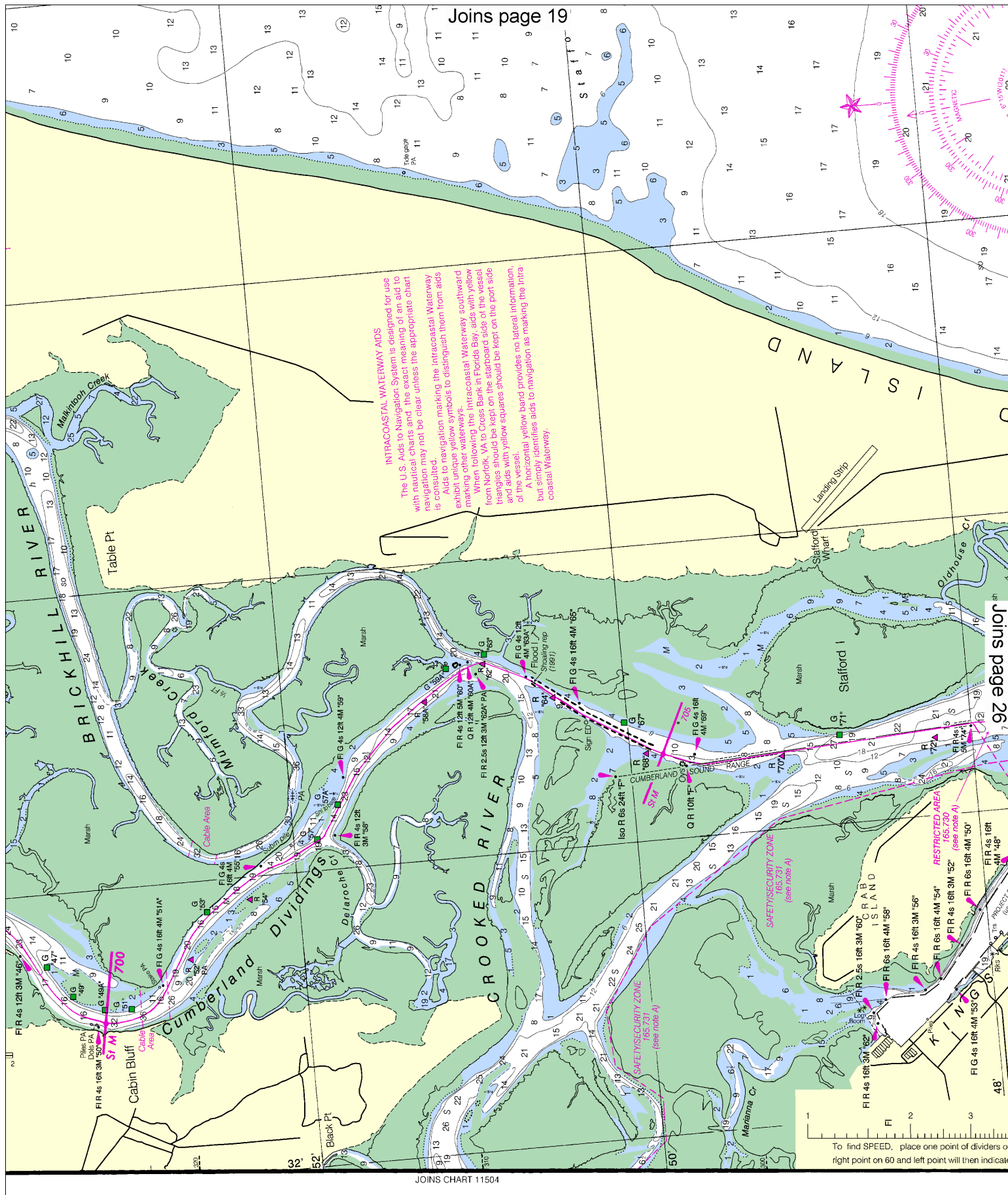
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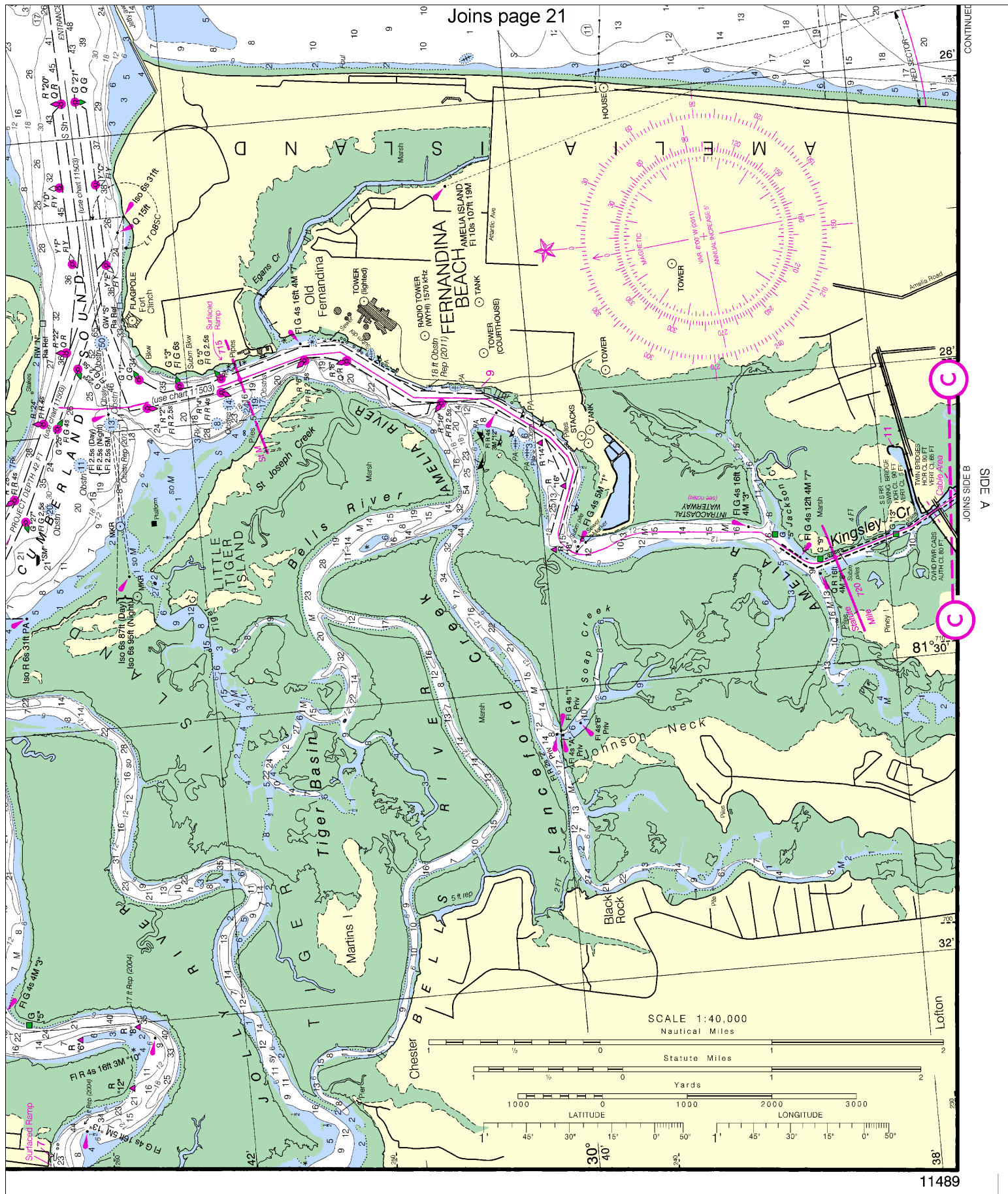
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







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SIDE A
B BASIS SMON

11489



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

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Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
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Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



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